

Railpax To Run U.P.

21 Apr 1971

OMAHA, NEB. (AP) — Union Pacific Railroad has signed a contract joining the National Railroad Passenger Corporation Railpax, a railroad official said today.

John C. Kenefick, chief executive officer of the railroad's transportation division, said the action means an end to all passenger service operated by Union Pacific. Provisions of the national

Rail Passenger Service Act relieve railroads which join the corporation from operating passenger trains themselves, Kenefick said.

Kenefick's announcement follows disclosure Monday that Railpax officials changed their mind on routing and will operate passenger service between Salt Lake City and Ogden on Union Pacific tracks.

21 Apr 1971
15 Mar 1971

✓ #2 Train — via Canyon via Provo 22 Apr

✓ #35 Engine from Calif. *on track Sat 3-20-71*
#110 Engine from SLCC.

✓ — Combination Car from Postello, Ida.

✓ 2 — Box Cars Metal from Purdy in SL. }

✓ 1 — Belly Dump gondola " " " }

✓ 1 — Rail-mounted 23 Ton Crane from Pleasant Grove
✓ 1 — 500 box car & parts

Should also have:

1 — DRUGU Snow plow from SLCC.

✓ 1 — Flat car from Hill Field

1 — 100 Ton Rail Mounted Crane from Eureka

1 — 65-Ton Diesel from Hill Field

1 — 25-Ton Diesel from 24 Power Light Alameda

1 — 45-Ton Diesel from " " " Price 4H.

City Can Proceed With Planning

ICC Gives 'Tentative' Approval To Remove 2nd West R.R. Tracks

By Ron Barker
Provo Herald

21 Apr 1971

The Interstate Commerce Commission has given tentative approval to the request for abandonment of the Denver and Rio Grande Western Railroad's right-of-way along Second West in Provo, ap-

parently clearing the way for the city to widen the road and make it a major north-south artery. The final approval will probably not take place for some time, but the ICC gave the city the go ahead for planning phases of the road project.

The city has applied for and tentatively received approval of a request for topics funds totaling \$225,000 for the road construction project. The total road work will cost \$300,000, according to City Engineer Jack Zirbes, making the city's share

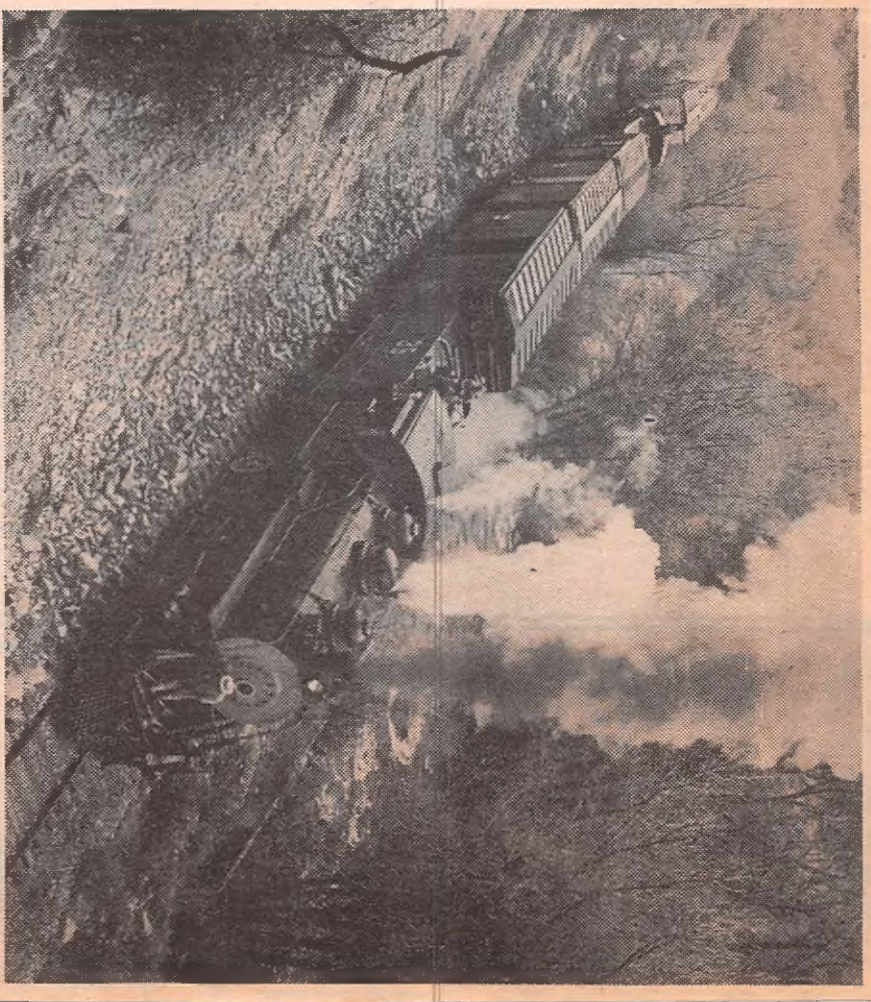
\$75,000. In addition, the city will undertake laying a new sanitary sewer along Second West. Provo has applied for a \$250,000 grant towards that phase of the project. According to Mr. Zirbes, the new sewer is viewed as an integral part of the project.

The city doesn't think it will be able to start construction on the road until late fall or early spring 1972. It had hoped to start work this spring, but the delay in getting approval for abandonment from the ICC has forced the city to revise its plans.

Before the city could start work, the railroad would have to remove the tracks along Second West. The city has agreed to pay the D.R.G.W. up to \$50,000 for removal of the track and acquisition of the right-of-way.

The railroad has been operating the line from Provo to Olmstead as an industrial spur since the ICC gave it permission to abandon service between Provo and Heber. The track from Olmstead to Heber was bought by the state as part of the Provo Canyon highway project.

The railroad will replace its unloading facilities on the Second West spur with a new facility on railroad property at about 300 East 600 South.



THE LAST TRAIN to make a run on the now-closed Provo Canyon tracks puffed slowly up this scenic grade April 22, 1971. Provo River

runs close to old rail line at this point as steam engine heads for Heber to join other cars of revived "Heber Creeper."

Feels This Is Time To Build Good Canyon Road

Editor Herald: 4-23-71

While sitting here, recuperating from a heart attack, I have had quite a lot of time to read and think. I have been quite interested in the pros and cons about the new Provo canyon road that has been discussed for about a year. Both sides have good points to take into consideration.

This same kind of disagreement and bickering took place in Reno, Nevada for five or six years over a proposed freeway. Finally, by working together, the freeway is going through with very few people hurt, and the city and everyone concerned are benefiting. Why can't the same be done in regard to Provo canyon?

I have lived here about 50 years and have been in and through the canyon a good many times. From my observation, I can't see how we can hurt the scenic value of the canyon to any great extent.

There are not too many places where the canyon can be seen from the present highway. During the summer months, the river is dry from the diversion dam to the mouth of the canyon. From there on to Vivian Park the road goes through cottonwood trees. Only once does it come out into the open. That is at Bridal Veil Falls and it is beautiful. From there on, the scenery is hit and miss. Upper Falls can hardly be seen. All the way along the canyon there are service stations, stores, mounds of road gravel, big machinery, trailer parks, fruit stands and what have you.

There are a few parks through

that canyon where people have to pay to enter to eat a lunch. There are no places where people can pull off the road, in the shade of a tree, to eat lunch, without someone wanting a dollar or two per car. The road, in its present condition, is a mess. I have followed a car at 20 miles per hour from Heber to the mouth of Provo canyon, and up the canyon also, with cars bumper to bumper and no way to pass. This has happened to me many times, and I am sure other people experienced the same thing. With the amount of traffic there is coming and going through the canyon, a four-way, divided highway is badly needed.

There are hundreds of canyons in the west where the beauty has been retained while traffic conditions have been improved, and the scenery made more visible to the traveler.

If this road proposition is going to turn into a political gimmick, then we had better forget it and struggle along the way we have done for the last 20 years or so. We can't stop progress no matter how many excuses we can think up. By the time the younger generation gets into power, within the next few years, the freeway will go through anyway, so why not put a good road through now so it won't have to be changed in a few years, costing our children twice as much in taxes, and maybe destroying more of the canyon's beauty, than we will by going ahead with it now.

W. Clark Collings
96 N. 800 W.
Orem

Herald 23 April 1971

Provo Canyon Property Owners Slate Meeting Wednesday on Sewer Line

A meeting of Provo Canyon property owners to set up a formal organization empowered to contract and obtain funding for construction of a sewer line in the canyon is scheduled for Wednesday, April 28, at 2 p.m. in the Utah County Commission chambers. All persons owning property in the canyon are urged to attend, according to Stanley Collins of Sundance, temporary chairman of the group.

On the condition that rapid and sustained progress be made toward installing the sewer, the Utah County Commission has informally agreed to relax the moratorium on building development in the canyon on a controlled basis. In a meeting held Wednesday with representative Provo Canyon landowners, the commissioners indicated a willingness to "work something out" on an individual basis with persons who would guarantee that their buildings would not be inhabited or means to prevent further pollution would be devised until the sewer line was complete and connections could be made.

Moratorium Lift Possible

Commissioner Verl D. Stone said he felt that "the moratorium could be lifted immediately upon assurance that the sewer would be ready by the time further building would be completed." One landowner who plans to build his own cabin on a site in the north fork and who said three years would be required to build it was told he could proceed with construction but could not inhabit the cabin until sewer facilities were available.

County Attorney Arnold Roylance discussed with those present at Wednesday's meeting the means by which a "service area district" could be set up. The first step, he explained, was to present a petition to the County Commission signed by 10 percent of the taxpayers in the geographical limits of the district requesting that the district be formed. The Commission could then appoint an original board of trustees for the district. A public hearing must be held, and if owners of 40 percent of the taxed land in the district protest, the district must be dissolved.

Body Politic

Once formed, the service area district becomes a body politic and corporate, according to Mr. Roylance, which operates as a political entity, has power to

levy assessments up to five mills, to float bonds, to apply for federal grants, and to charge connection fees and service charges. Mr. Roylance said there are other types of organizations which could be formed, the special improvement district which can be initiated by the county, but he recommended the service area district as most suitable.

Mr. Collins, who volunteered to spearhead a meeting to get the district formed, said that many including himself have substantial investments in the canyon and stand to lose a great deal unless rapid progress is made toward getting the sewer line into the canyon. He expressed the hope that enough landowners would be present at the April 28 meeting to complete a petition so there will be a minimum of delay in getting the project underway.

Last Stock Rolls Into Heber City

An entourage of railway cars huffed and puffed its way up winding Provo Canyon early Thursday toward Heber City where the cars will complete the rolling stock of the Wasatch Railway Company.

The engine used to lead the parade of cars has been at the mouth of Provo Canyon for the past few weeks waiting for the arrival of the remaining stock. During its stay there, it has proven its popularity as hundreds of people have brought their children to watch the trainman fire the engine each day. The locomotive is Number 35. It was once a Pacific Lumber Company engine and was used to haul redwood logs to lumber mills on the Northern California coast.

The engine is a "mikado" type with a 2-8-2 wheel arrangement, the eight middle wheels being the drive wheels. Built in 1920, Number 35 is an oil burner weighing 90 tons. It will most likely be the engine used most to pull the scenic train.

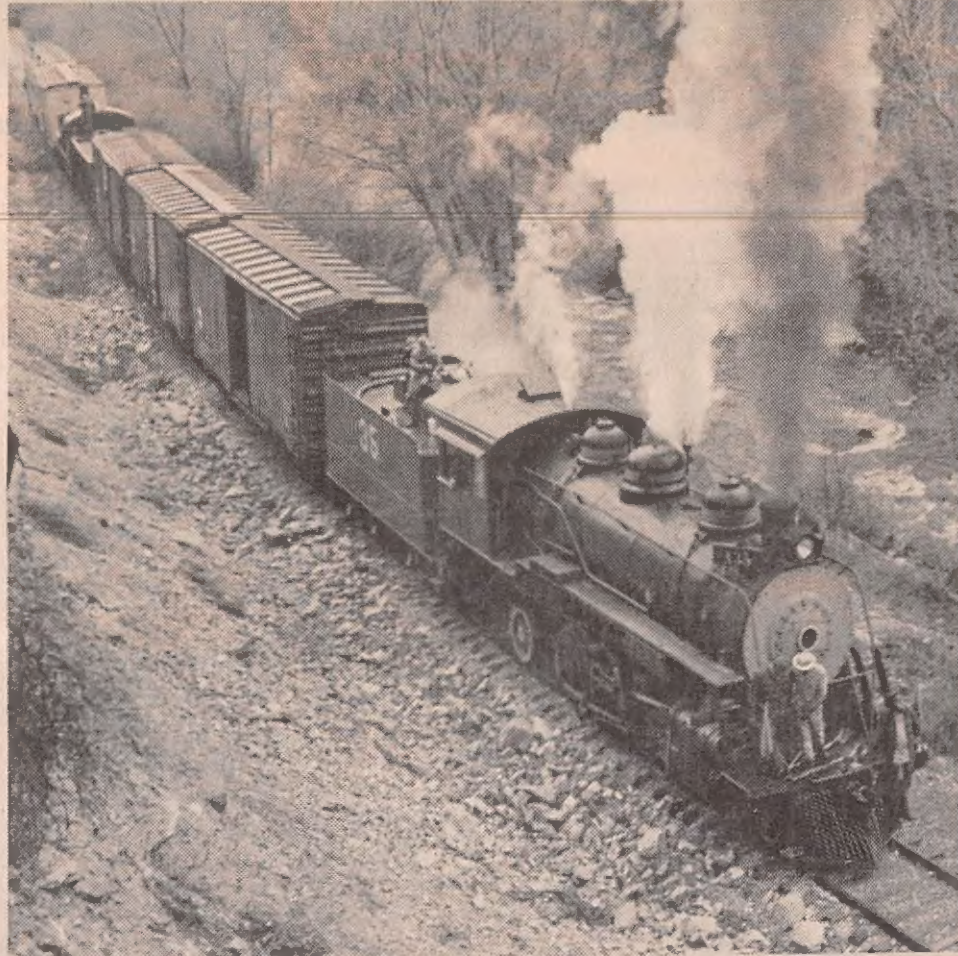
Another engine, Number 618, nicknamed the Heber Creeper, has been in Heber city throughout the winter. Built in 1907, the 618 is a coal burning steam locomotive weighing 106 tons. The engine is a "con-

(Continued On Page 7)

give careful consideration to all of the merits and particular attention to those which have recommendations, such as you?"
The national Small Businessman of the Year will be named on May 16.

north of the Demilitarized Zone (DMZ) since the halt of U.S. bombing in 1968.
UPI correspondent Alan Dawson reported from the La Vang headquarters of Operation Lam Son 720, the A Shau Valley campaign, that more than one

to a wire barricade erected Thursday at the foot of the steps on the west side of the Capitol, announced their names and with antiwar shouts tossed them as far as possible up the steps leading to the Capitol. Many shouted obscenities as



OLD ENGINE No. 35 huffs and puffs its way up this scenic lower portion of Provo Canyon for the final time Thursday. In tow are the latest editions of rolling stock to the Wasatch

Mountain Railway which will operate as a scenic railway attraction in the upper portion of Provo Canyon out of Heber.



NUNN'S CROSSING is the site of the movement of the remainder of the rolling stock of the Wasatch Mountain Railway, shown here. Asphalt, covering the track, is

removed to allow the engine to pull its heavy load toward Heber to complete the company's rolling stock.

Last Rolling Stock Arrives in Heber

4-23-71

(Continued From Page 1)
solidation" type with a 2-8-0 wheel arrangement. It is a light freight engine type formerly used by Union Pacific on branch lines and local freight services.

Also on two Thursday was a Mallet locomotive Number 110 which belonged to the Rayonere Lumber Company and was used to haul timber in the state of Washington. Built in 1928 and weighing 120 tons which is quite heavy for a logging engine, the 110 is an oil burning steam locomotive with an interesting design. An "articulated" or "mallet" type with a 2-6-6-2 wheel arrangement, it has two sets of cylinders with six drive wheel each. The front set is mounted on a hinge so that the locomotive can negotiate sharper curves. The steam generated by the engine is used twice.

Four Boxcars

Also in the string of cars were four boxcars which will be converted to open air cars with bench seats, and an old combination baggage and passenger car with a baggage compartment which will be used for a snack bar. These cars will join with four 85-foot U.S. Army

hospital cars which will be remodeled and repaired and a Union Pacific Caboose which BYU has donated to the company to complete the rolling stock.

According to Ed McLaughlin, director and spokesman for the company, the new stock now faces complete renovating and repair to meet the tentative July 24 opening date for the scenic

train to begin operation. Mr. McLaughlin stated that the train will run on a weekend-only basis from July throughout the summer. The railway company is now scheduling reservations for charters throughout the summer months. Anyone interested may write to the Wasatch Mountain Railway at P.O. Box 69, Heber City, or phone 654-2621.